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BREWERS.

SUBSCRIBE FOR THE SENTINEL

The Sen

Brewers Look ate Finance to Senate.

will begin this (Thursday) morning the final consideration of the House bill for the reduction of war taxes. As the measure came from the lower house it contains many provisions that are not favored by the Senate -for instance, the repeal of the check tax which, as we showed last week, exacted from a huge indus try like the Armour packing works the insignificant sum of \$7 200 per annum through the check tax, 40,000 barrels of beer a year was than that fixed by the House. mulcted through the beer tax in These figures, it must be borne in the enormous sum of \$34,000. The tax on proprietary prepara tions and that on telegrams, both of which were repealed by the House measure, are not deemed by many Senators fit objects for repeal. And in this position the Senate will have the support of impartial people everywhere.

The object of the War Reduction bill is not merely to stop the collection of unnecessary taxes from the people, but to do it in such a way as will, in accordance with the suggestion of the President in his annual message, relieve those industries on which that tax imposes the heaviest burdens. The object is to give relief where relief is needed-not where it is merely desired.

In this spirit the SENTINEL asks the attention of Senators to the beer tax and offers a lew reasons for its repeal, or at least its substantial reduction in double the sum allowed by the House. Our aim will be to show that the brewing industry is deserving of relief, and that the condition of the finances will justify a decrease of 50 cents a barrel in place of 25

There was no just reason why, at the outbreak of the Spanish war beer should be saddled with a share of the burdens of that conflict (because that industry was paying a war tax of \$1 a barrel already, imposed when beer was bringing double the price it brings today), unless receipts from other sources should have fallen below the needs of the Government, when an extraordinary levy would have been looked for. Such a contingency did not occur, the fact really being that every necessary expense consequent on that struggle could have been provided for without the collection of a penny from beer. If proof of this were asked it will be found in the statement that from the passage of the War Revenue bill down to the close of the fiscal year ending June 30, 1900-a period of a little over two years-the total war tax paid by beer was in round numbers \$75,000,000, while the surplus from that same war tax for the same time was reported to be \$80,000,coo. These are Treasury figures and are presumed to be correct. They bear out the assertion that

necessary, except as a precautionary measure. Even this excuse no longer exists. The present is an era of expansion, and we must lock for expenditures in keeping with our new position and the responsibilities it entails. But with the proposed lavish appropriations-on an imperialistic scale -lor the creation lises, for while it is true that under of an American merchant marine, to build an Isthmian Canal to con-

blowing away, to provide for an increased army and a new navy, -with all these costly projects provided for-it is not even asserted, by opponents of war revenue reduction, that these items will require the same income that Congress in its wisdom saw fit to levy for the conduct of the war. If, then, the tax on beer was not needed in time of danger, why should it be continued now, when we have no war, when there are no prospects of war, when the surplus in the United States Treasury on Dec. 31, 1900, had increased to \$140,000,000, which is being added to every day in spite of heavy expenditures in toreign operations, and when that sum of itself is sufficient to meet the yearly outlay on ship subsidy, canal, new navy and rivers and harbors for two years without resorting to a penny of revenue from the war tax bill?

The estimated yearly expenditures on these items are as tollows: Ship Subsidy, \$7,500,000; Canal, \$12,000,000; Navy, \$20,000,000; Rivers and Harbors, \$22,000,000a total of \$61,500,000. The expenditures for the army will be governed by the amount of increase over present number, 65,000 men. It conditions grow no worse than they are at present the army should Committee | remain stationary and thus obviate the necessity of spending anything on that account. At any rate this surplus on hand now-\$140,000,000 plus the increase for the remaining six months of this fiscal yearshould be sufficient to cover the above items for the time named. On this showing, and if newspapers which give these figures are reliable-and they ought to be for they are known as Administration organs-it would certainly appear as if the condition of the Treasury while a small brewer of could stand a much larger decrease mind, take no acount of increased revenues, which are reported every

> This brings us back then to the question of the most deserving objects of Government aid. Brewers base their claim for relief, as we showed in a previous issue of the SENTINEL, on the ground-

1. That the Spanish war tax is ouble tax, as their business had aleady been paying a war tax of \$1 per arrel since 1862.

2. It exacted 40 per cent of the sell-

og price of their product-\$2 out of 5-a levy which made production natter of loss from its imposition. 3. It has resulted, by closing and onsolidating establishments in the adeavor to reduce expenses and keep heir heads above water, in the loss employment and the consequent oss of wages to thousands of em-

4. That a decreased consumption as necessitated, of course, decreased production, and this means not only oss to the brewer, but to the farmer n markets for his products, to the echanic in employment, to those who have money invested in the busiess in interest and profit which could eventually find an outlet and and to the Government in revenue.

5. Because it is unjust to saddle adional burdens upon an industry that has uninterruptedly and uncomplainingly borne the old war tax ever ince its first imposition (aiding the Government in devising and main ining means for its prompt collecion), while all other internal war axes have been totally abolished, exept as to ardent spirits and tobacco n which latter instances the rates of

865 have been considerably reduced. 6. Because when the war tax of \$1 as imposed beer sold at \$12 per barel, while to-day, the tax remaining he same, less than one-half of that mount is the average price, wages nd the ordinary operating expenses f breweries and the capital required the business having vastly in-

eased in the meantime. 7. Because when this tax was first aposed the burdens borne by the raffic in the shape of local taxes or ense fees did not exceed in any tate the sum of \$200, while at the resent time in some States these lo al taxes range up to \$2,000 for each aloon-the total sum of such local taxes and license fees throughout the untry amounting to probably \$60, 0,000, a disproportionately large hare of which enormous sum must be and is borne by beer, as may be een from a single example in point o wit: The State of New York, where out of a total of over \$11,000. 000 derived from the traffic the beer nterests paid about \$7,000,000. In the resent condition of the market the prewer would be compelled to raise the levy an beer was entirely unthe price of his product, and the dealer, on his part, in order to make up he difference, would have to reduce

he size of his measures. 8. Because neither from an econom e nor from an ethical point of view does it appear justifiable to increase the war tax on beer while native wines are totally exempt from taxa-

9. Because as a revenue measure the nerease is based on erroneous premthe present system, which imparted o the industry an exceedingly valuablo element of stability, the produc-

will produce a decline in the business. 10. Because the increase would be a most potent incentive to the formation of trusts, and would most assuredly drive out of the business a large proportion of the smaller brewers. The significance of this will be appreciated if you state the undeniable fact that one-half of the beer produced in this country is manufactured by about 100 large brewers, while the other half is made in about 1,800 smaller establishments.

11. Because, although the tax may at first be borne by the brewers-to be used as a means of competition by the stronger trade rivals-it will in the end have to be paid by the consumer, in one way or another; and this we deem not only unjust, but extremely unwise from a temperance point of view, for beer, whatever fanatics may say to the contrary, has become and is to-day one of the nec essaries of life to a large part of our people, and as such has a strong tendency to enhance the well-being of the consumers and to modify drinking habits in the direction of true temperance.

12. Because the increase is calculated to place a double burden upon the onsumer, inasmuch as it is imposed in order to offset a loss of revenue, which would inevitably be caused by the proposed prohibitive duties on other articles of daily consumption, the price of which would thus necessarily be enhanced, to the great disadvantage of the consumer and for the benefit of certain domestic indus-

13. Because, instead of creating "minimum of industrial disturbance" -a consideration which is urged by increase as a paramount requirement of any change in the tax system-the increase will most assuredly unsettle and injuriously affect the brewing industry.

14. That the tax is continued although the war which made its imposition possible and which formed the only excuse for levying it is over, and that it has been continued beyond the needs of the Government, as an overflowing Treasury proves, and should

In all the list of items in the War Revenue act of 1898 there is not one (aside from beer) which bases its claim for relief on the burdens it entails-save possibly the check tax. And as this mainly falls upon those well able to bear it and constitutes the only contribution of that class towards the expenses of the Government for war purposes, there is little reason why they should be relieved. The wealth of the country is not oppressed to any appreciable extent. The check

tax should remain. Aside from the material aspects of the brewers case, there is another-the moral. When this tax was levied regard was had mainly to the idea of quick returns. Beer offered inducements for speedy collection not possessed by other articles. It was an unfair advantage to take and was so admitted. It was the general understanding, however, that when reductions were possible this industry was entitled to and should receive first and fullest consideration. First consideration it may have received. But that's all. The business that bore the brunt of the burden, to the amount of more than one-third of the whole sum real zed, should have been rewarded when concessions are being made in like proportion. In place of one third it has received about one-fifth. Its equitable proportion would have been one-third of the total reduction, equivalent to a decrease of 40 cents a barrel. In recompense for the extra sacrifices made, and in fulfilment of the moral obligations incurred, the Senate should point of being unable to walk. Not insist upon 50 cents decrease. This is the figure brewers are entitled to and this is the figure we hope to see them receive.

American Industries,

and harbors from drying up or than probable that the increased tax is not for the brewer.

Disgrace.

that the practices of the hazers are brutal. But in view of the revelations obtained, says the Baltimore Sun, by the more earnest and searching inquiry of the committee of Congress the epithet "brutal" must be withdrawn, in justice to brute creation, and the conduct of the older cadets at West Point toward the younger must be characterized as diabolical. Moved by hunger, brutes gratify their appe tite without regard to the suffering report these clues. At the hos of their victims, but they do not | pitals the surgeons often have the torture them. They do not go out | victims to treat, but they, too, omit of their way to inflict pain, nor do to report such clues. It is said they delight in needless and malig. nant cruelty. If they kill it is in fair fight; they do not have a committee to provoke fights and pick out | that Cadet Mever now has a black their biggest brute to "do up" a eye that has not been investigated younger, smaller and weaker one. In their case there is no parallel | izes the attitude of the West Point with the treatment of Booz, who officials. Colonel Mills, for exam was done to death merely to grat- | ple, on being asked "Do you con ify the capricious antipathies of a coterie of roughs of a higher class. Intent on driving him from the school, the roughs violated every inst nct of humanity, every teaching of Christianity and every senone of the foremost advocates of the | t ment of a gentleman, to say nothing of the rules and their oath to observe them. And the testimony elicited last week goes to show claim it an outrage. As to a remthat the officers in charge of West | edy, Colonel Mills had nothing Point, from the superintendent practical to propose. A month down to the lowest corporal, by ago he denied that hazing was contributory negligence, if not by practised where he was supreme. positive sympathy, assist the haz- Now he admits it, but suggests that ers in maintaining the reign of "moral suasion" will in time interror they have established. The duce the bullies of the upper class War Department itself is not free | to desist. He cannot be brought from blame, it has blocked inquiry to think or say that hazers ought into the cases of hazing instituted to be reported and "fired out" at by Superintendent Mills and has the first opportunity. restored a cadet who had been

> expelled for hazing. The actual situation would be incredible if not proved by the testimony of the hazers themselves. The great object of the hazing, it appears, apart from the delight in the infliction of pain upon deletiseless youth, is to compel the hazer to "respect and obey" the hazers and to cause their resignation or expulsion should they fail in their duty to the hazers. Neither the

> > "fainted," or "went into fits," or

man "gets the bones of his hand

required to carry or support him

charge of cowardice against Bo z,

it appears, was that he "lay down"

or gave up the fight before he was

sciousness, or exhausted to the

succumbed before he lost the use

object-in which they succeeded

-was to drive him from the school.

confessed that it was their custom

rules of the school or sound reason sanctions this enforced "respect," and hazing as a means of compelling it is strictly forbidden. Yet many cases are cited by cadets in which they hazed men till they till their "muscles twitched convulsively." When lying "unconscious" from protracted agony no physician was summoned, for lear the hazing should be exposed, but the chance was taken that they would recover with the help of such remedies as were at hand. It came out that the hazers who preside at the fights insist that the fighting shall go on till the freshbroken," or becomes so exhausted and "groggy" that two men are to his tent; and the basis of the pummeled to a state of unconthat he was alraid to fight, but that after his big antagonist, with the concurrence of the secondsall the bystanders were of the upper class-had knocked him out with a blow in the stomach, he

Recent occurrences necessitate a new definition of the term of his legs. The fact seems to be "American industries." An in- that nothing Booz did could have dustry that is built up by Ameri- | satisfied his tormentors, since their can capital, that uses in its manu facture the products of the American farmer and the American This is shown by the testimony of mechanic, that employs American the cadets of the upper class, who labor, and whose product is consumed by the American people, to give demerits to men they did that pays in taxes, direct and indi- not like, in order to cause their exrect, a sum of money whose total | pulsion! As upper class men they is simply appalling, that forms the are in authority over the freshmen, backbone of the Government's re- or "plebes," and responsible for sources in peace, and in war the just and proper conduct of stands between that Government affairs at the school. But they and bankruptcy, whose profits are shamefully abuse their authority invested and reinvested in every to inflict penalties without cause line of business, giving employ- to secure ulterior aims of their ment to thousands that otheran industry, one should suppose, How is it protected?

It has been as they would like to do and so West point's said, in view of fail at the examinations. Boys the facts dis- | who excel at other schools fail at covered by the | West Point, if the clique of roughs Military Commission appointed by happens to resolve on their expulthe War Department to investigate | sion, because their success has decharges of hazing at West Point. | signedly -by false demerits or by exhausting hazing-been made

impossible. That the seventy officers at West Point contribute to make the institution an inferno by their negligence seems to be clear, Accord ing to Colonel Mills, it is not their duty to follow up the evidences c hazing. Every day they see in classrooms boys with black eyes and cuts and bruises that need explanations, but the officers do not that hazing is now stopped, bu Saturday last the committee called Colonel Mills' attention to the fact Inertia or callousness character sider it cowardly to force a new cadet to fight with an upper class man who has had at least a year's training at the Academy" could only say in reply, "I believe it is to a certain extent cowardly. Only to a "certain extent!" He would not flatly denounce it, though all the circumstances pro-

More Islands.

Denmark owns a number of small islands in the West Indies. mostly situated some distance southwest of Cuba. More than a generation ago Secretary Seward, says the St. Paul Globe, negotiated the purchase of these islands, but the Senate thought otherwise and squelched it. Since then this question has been in the habit of popping up perennially-without results. According to the latest reports the United States Government has offered to pay to Denmark 12,000,000 kroners (\$3,240,-

gain will go through this time. would not be of any great advanthe West Indies which the hostile | vain efforts to persuade the natives fleet would have to pass through | that he knows better than they do on its way to the canal. If we what kind of schools they desire, build the Nicaragua cahal, \$3,240,ooo invested in these islands would such a case, therefore, the islands would be cheap at any cost.

If the United States acquires those islands, it is, however, to be hoped that it will mean expansion along lines established by Democratic precedent, which have made this country such a young giant as it is. It is to be hoped that at least American liberty and self-government will follow the flag, even if the Supreme Court should decide that the Constitution does not, and it that is attained, all is well. Duty and destiny could not find a better interpretation.

England Pays No Subsidies. The advocates of ship subsidies in this country have persistently and continuously declared that Great Britain systematically pays heavy subsidies of this character own. In other words, they lie in There is nothing in the British wise would be in idleness-such | their official reports of demerits to | estimates, just published, to sus make a bad record for the cadets tain this contention. That Gov would be entitled to the name they dislike. At times they order ernment pays for packet, or mail American and would deserve the the younger cadets to do things service, as we call it, business fullest protection that the Govern- which are against the regulations prices and no more. The only to give their minds to their studies proposition.

The Filipino Petition.

Leading representatives of the

Filipino race, not in arms against the United States, be it remembered, come to the Congress of the United States and respectfully show that Americans have been deceived respecting conditions in the Philippines, past and present. A whole series of official fictions is, in fact, swept away by the assertions of these men who know, It would be unkind, perhaps, to go back to poor Gen. Otis, who had peace and plenty officially established in the archipelago so many months ago; but both Philippine Commissions, and the President who took their word for it, are left in a very awkward position by the authentic testimony of those in possession of the facts. All the old flattering unctions about the mass of the people, as distinguished from ladrones, especially all the "men of intelligence and property," being anxious to submit to the authority of the United States, except where "coerced by armed bands of Tagalogs;" Judge Tait's assertion last August that the "majority of the people" were "riendly," "longed for peace," and were "willing to accept government under the United States,' must now be set down under the head of things which we should like to believe, and would believe I the evidence were not the other way. These Filipino petitioners assert and prove that national in dependence has been their aim since 1894; that Aguinaldo is "the dol of the people, * * * because he understands the aspirations of the country." They affirm that, from the very first days of the revolution, "the peaceful people * * * have liberally supported in private the national soldiers," and will do so "as long as the war lasts." "All the islands of the

and cities of the archipelago." The petitioners take up temperately the various proposed makeshifts, short of independence, and show how impossible each is, because it neither fits the facts nor satisfies the indestructible aspirations of the Filipino race. Annexation as an American State is inadmissible, on account of disooo) for her islands in the West | tance, diversity of race, and, above Indies, and it seems likely the bar | all, unwillingness of the people to be annexed. Autonomy under Commercially, those islands American rule, such as Canada enjoys under British rule, would not tage. They are too small and in- meet the case. "If the natives, significant. But if any canal is who know the wants, customs, and myself of naming a committee-neces going to be built through Nicar- aspirations of the people, are not agua or Panama the islands would fit to govern them, would the be invaluable for strategic reasons. Americans, who have had but little In case of war our strong move to do with the Filipinos, be more would be to intercept any hostile | capable of governing them?" This fleet before it could get near the question has its sufficient comcanal, and to do this, we must have | mentary in the daily dispatches strong bases for our navy among | from Manila telling of Judge Taft's

porting the arms of the revolu-

tion," as also that the promulga-

tion of the Phi ippine republic

has been celebrated with the

greatest enthusiasm in all the for-

Throughout the entire position there breathes an unconquerable do more toward protecting the will. The appeal is drawn with canal than five times that sum the dignity and ability which Senspent in fortifying the canal itself. ator Hoar has well said character-If a neutral canal is built at Pan- ize all the documents published in ama, everything will depend on the name of the Philippine repubour fleet, and without such bases lic. There is no denunciation of as these islands afford, it would be the United States. No word of most seriously handicapped. In blame or hate is uttered against our army. But in all there is evident the proud tenacious spirit that will never submit or surrender, and that, even it shackled by superior force, would simply bide its time and wait for a new opportunity to strike for freedom, dearer to it than life. The whole shows in the most conclusive way the insensate folly of our Government in persis ing in a course which everybody can now see to have been a huge mistake from its inception. A fire was lighted in the Philippines, and our remedy was to stop up the chimney! We and the Filipinos are alike choking in the resultant smoke. How long will the Administration-how long will Congress-wait before seeing that the only recourse is to clear out the chimney?

Before Maj. Brackett, Treasurer of the United States Exchange Commission, sailed for home, he was besieged by tradesmen clamment could give it. Such an in and then report them for punish subsidies which can be properly oring for money for goods sold to Alexander J. Cassait and W. E. Elkins dustry is the brewing business. ment, causing Colonel Mills, in termed such paid by Great Britain men attached to the commission. effect, to become a party to the are to telegraphic cable compan A boulevard tailor named Harri-By the imposition of taxes that hazing. It results, of course, from ies, through whose service it is son claims he has \$10,000 of un- that Cassatt is president of that com threaten to throttle it, and when this systematic, exhausting and brought into close communication paid American debts on his books. this fails by the passage of laws protracted persecution that many with its outlying dependencies, The tradesmen declare that Casact the oceans, to prevent rivers tion has steadily increased, it is more that hamper its sale. Protection of the younger cadets are unable and this is also a purely business tellane is not the only one who er of trusts, and Henry H. Rogers are dodges paying American dollars.

SHIP SUBSIDY LOBBY

ITS CHARACTER AND ITS METHODS EXPOSED.

Most Persistent Lobby Since Pacific Mail Scandals-Bill Drawn by Its Beneficiaries - The International Navigation Company, Pennsylvania Railroad and Standard Oil Compa ny Interested In the Deal. -The Hanna

Frye-Payne ship subsidy bill has been and stil is the most persistently and continuo, y lobbled bill that has been before congress in many years. Indeed it is doubtful whether such a lobby as that back of this bill has been known of in Washington since the scandals shocked the country.

unfolded by the Pacific Mall steal It is not in any sense a secret that the pending ship subsidy bill was drawn by its chief beneficiaries. Under the kindness of Senators Frye and Hanna their beneficent services were called into requisition for the announce ed purpose of framing a shipping bill which was to build up the American merchant marine. They were called into the senatorial councils because of their interest in shipping and shipbuilding, and it is not natural to suppose that in taking care of the subject in their own pockets. They helped to draw the bill, they made it, as the farmers would say, "hog tight and mule high" in protection to themselves, and they have been on hand at Washington early and often, if not always engaged in a consistent, persistent and ontinuous effort to bring to legislative ruition the results of their advisory

Selections from this committee who irafted the bill taken in connection rith their well known presence in Washington during most of the legisla tive days in which the bill has been under consideration leave no doubt of their purposes and of their entire earnestness to use all means within read to see these purposes accomplished Prominent among them are: Genera International Navigation company and tor George F. Edmunds of Vermon obbyist in the United States, who i likewise leading counsel of the Inter national Navigation company; Charle H. Cramp, the great Philadelphia ship derbilt, secretary of the American Shipping league; H. P. Booth, president of the New York and Cuba Mail ests, mountains, barrios, towns, and Edwin W. Hyde, representing the Alexander R. Smith, former editor of Seaboard and later secretary of the New York commerce commission, and "All, all honorable men," of course but none of them, so far as the record

show, ever accused of neglecting his own interests. In opening the senate hearings Sena-

had used up all the time of all the

sociation, whatever that is; Lewis Nixon, the well known shipbuilder; E. P. Wilson, secretary of the Manufactur tives of the Pennsylvania Railroad Clement A. Griscom, W. H. Barnes tion company, are also directors in the Pennsylvania Railroad company and pany, while Griscom is president of the International Navigation company John D. Archbold, professional defendalso directors of the International Nav- rago Times-Herald. igation company, while Archbold is a

mecfor and Rogers a director and vice president of the Standard Oil company, Archbold, Rogers and Griscom are also directors of the National Transit company, which controls the distributing ousiness of the Standard Oil company None of these gentlemen is given to sleeping overtime when a bill with 'millions in it" for them is pending in

NO 29

In the face of this marvelous, stupendous, ever present and always acive lobby in favor of the Hanna-Frye-Payne ship subsidy bill, it is a perfect egislative wonder that this measure ias not yet passed and is now gasping for breath during the closing two nonths of the present congress. This could not be so unless the bill had in t more vulnerable points than Joseph's ont had colors and unless its unbearable favoritism to a select syndicate of nterests was so plain that all the people with opportunity of getting information about it and all the unbiased congressmen with time to study it could see its injustice and recognize its parentage. Nothing possible has been eft undone to work up influence in its favor. The Congressional Record has been flooded with petitions for its enactment; its promoters have systematically worked political bodies, commercial bodies, agricultural bodies and every other kind of gathering anywhere assembled. This work has been lone by carefully organized and liberally sustained bureaus. The desired esult would certainly have been reached but for that portion of the press which could not be muzzled, a large majority of the people who in this case could not be fooled and a congress which has so far wisely refused to follow the dictates of its leaders. And the country is to be congratulated that this worst conceived and most lobbled bill of modern times will fail.

SHIP SUBSIDY NO ASSISTANCE TO AGRICULTURE.

Bulk of Subsidy Will Go to Passenger Ships, Which Carry but Little Cargo and Practically No Farm Products.

The Fitzgerald minority report from the house committee on merchant marine shows conclusively that as the subsidy bill is drawn it cannot be expected to reduce freight rates on farm

Not only are the rates of subsidy twice as high for swift passenger steamers as for ordinary freighters. but, as it appears from an examination of the amounts of subsidy which would go to the various steamships and lines, the passenger st amers, at least for the first few years, would get considerably carry more than about 10 per cent of our total exports and less than 5 per cent of our agricultural exports.

A careful examination of the manifests of passenger and freight steamers makes this statement apparent and leads to the further conclusion that the swift passenger steamers carry mainly a high class of freight composed largely of manufactured goods exported at prices considerably below those charged to American consumers.

Subsidies to the Favored Few. The provision for paying subsidies to foreign built ships is in itself comand to the avowed purpose of the measure It is utterly in conflict with every idea ever put forward by the advocates of subsidies for American shipbuilding. Nevertheless, if subsidies were given to ships bought abroad by any and all Americans, say, for the next 20 years, on the sole condition that an equal number of ships of the same kind should be built in America, it is conceivable that this would add consideraably to the number of ships owned by Americans and to the number built iere. That is not what this bill does. It gives subsidies only to the ships built or contracted for prior to the 1st of January, 1900. For what reason such peculiar and valuable privileges should be directly conferred on any class we do not know, nor have we seen any rational explanation of a by the advocates of the plan in congress It is easy enough to understand how it would reap the profit, but how any responsible man in public life could allow himself to be implicated in so transparent a prostitution of the public authority for private gain passes

think that congress will have the hardihood to resist the strong public opinion But if the scheme should, by the means gress, we shall hope that the president lent the force of his advocacy, and to loot the treasury for private interests. As a true friend to an American mercantile marine, he should kill it .- New

The Intention Not Fulfilled The ship subsidy bill is intended, as to promote the creation of an American will go to ships that do not and cannot carry any considerable amount of freight. It is as absolute and shameless a piece of special legislation for persons at the expense of the treasury and the taxpayers as was ever devised. and it is decidedly worse than anything that has ever been undertaken by congress.-New York Times.

Why Not? If the ships of other nations in a competition open to all can carry our exports and imports more cheaply than we can ourselves, let them play of hod carriers.

If what we pay to other nations for carrying our freight enables them to buy our products and manufactures, they are welcome to it so long as we have more profitable employment for our capital, brains and industry .- Chi-